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Today's Advertisements.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on WEDNESDAY, the 27th day of December, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 9th December, 1899. [15784]

Particulars of the letting by Public Auction Sale, to be held on Wednesday, the 27th day of December, 1899, at 2 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area	Annual Rent	Upset Price
1	Mong Kok Tsui	70 ft. by 70 ft.	4,900 sq. ft.	100	1,500

"THE ABSENT MINDED BEGGAR."  
GRAND NEW PATRIOTIC POEM BY RUDYARD KIPPLING, Music by Sir ARTHUR SULLIVAN.  
Has created a furore unexampled, amazing, immense.  
Order at once "for your Credits Sake and Pay, Pay, Pay."  
Proceeds given to Patriotic Fund.  
ROBINSON PIANO CO.,  
Hongkong, Shanghai & Singapore.  
Hongkong, 20th December, 1899. [15804]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.  
FOR MANILA.  
THE Steamship  
"LEGASPI,"  
Capt. A. V. B. will be despatched as above on MONDAY, the 21st instant, at Noon.  
Passengers are directed by the Company to the Agents for the vessel fitted throughout with the best and the first class Saloon and Cabin, and the first class Saloon and Cabin are situated amidship.  
Freight and Passage, apply to LIZARRAGA, HERMANOS, Agents.  
No. 6, Beaconsfield Arcade, Hongkong, 20th December, 1899. [15614]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
The Company's Steamship  
"HAITAN,"  
Capt. Roach, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at Daylight.  
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.  
Hongkong, 20th December, 1899. [15814]

FOR KOBE (DIRECT).  
THE Steamship  
"DECIMA,"  
Capt. C. Christensen, will be despatched for the above Port, on SUNDAY, the 24th instant, at Daylight.  
For Freight, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 20th December, 1899. [15824]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SAMARANG AND SOERABAYA.  
The Company's Steamship  
"SHANSI,"  
Capt. Carnahan, will be despatched as above on TUESDAY, the 26th instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 20th December, 1899. [15264]

OCEAN STEAMSHIP COMPANY.  
FOR LIVERPOOL (DIRECT).  
(Not calling at London).  
THE Company's Steamship  
"ULYSSES,"  
Capt. Brown, will be despatched as above on SATURDAY, the 30th instant.  
Taking Cargo for LIVERPOOL at London Rates.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 20th December, 1899. [15794]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"INDRAVELLI,"  
Capt. Graven, will be despatched as above on or about THURSDAY, the 18th January, 1900.  
For Freight, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 20th December, 1899. [15834]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"AFRIDI,"  
will be despatched for the above Port about the middle of January, 1900, and will be followed by S.S. "BIRCHTOR" and "ST. REGULUS."  
For Freight, apply to DODWELL & CO., LIMITED, Agents.  
Hongkong, 20th December, 1899. [15034]

NOTICE.  
THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.  
ETH. F. SKERTCHLY, Manager.  
Hongkong, 1st May, 1899.

Intimation.  
A. S. WATSON & CO., LIMITED.

IMPORTERS OF HIGH-CLASS SHERRIES.

- B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule 10.80  
C.—MANZANILLA PALE NATURAL SHERRY, White Capsule 12.00  
D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 12.00  
E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule 14.40  
F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40

B, C, and D are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.  
QUEEN'S ROAD CENTRAL.  
ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 20, 1899.

REUTER'S TELEGRAMS.

Casualties at the Colenso Fight.  
LONDON, December 17th.  
General Buller's official list of casualties gives 92 killed, 667 wounded and 348 missing.

Further Reserves Called out.  
December 18th.  
It has been decided to call out the remaining sections of Reservists and to allow the whole of the Militia to volunteer for service outside the Kingdom. A force of Yeomanry Volunteers will also be sent to South Africa.

Australian Re-inforcements.  
Australian Mounted Contingents will sail before 10th prox.

Departure of Lord Roberts.  
Lord Roberts will sail on Saturday.

Volunteers Eager for the Fray.  
Thousands of Volunteers have already offered their services.

Death of Lord Robert's Son.  
Lord Robert's son has died of wounds received at the Colenso fight.

Movements of Her Majesty.  
Owing to the situation in South Africa the Queen has postponed her departure from Windsor to Osborne until Christmas as Her Majesty is desirous of being near London.

Hongkong Volunteer Gazette.  
Departure of Lord Kitchener.  
December 19th.  
Lord Kitchener will arrive at Cairo on Friday and start for the Cape by the earliest possible opportunity.

Seventh Division for the Cape.  
The seventh division will proceed to South Africa.

Local Corps in South Africa.  
The Commander-in-Chief in South Africa has been authorized to continue raising local Mounted Corps.

The gravity of the Situation.  
Nothing beyond General Buller's first despatch and list of casualties have been received. The gravity of the crisis is universally recognised.

WEATHER REPORT.  
The Observatory report says:—  
On the 20th at 12.10 p.m. the barometer has fallen on the E. coast of China, risen in the Philippines. Pressure is highest over N. China, and the low area in the China Sea is probably situated to the N.W. of Palawan. Gradients moderate, with strong monsoon in the Formosa Channel and N. part of the China Sea. FORECAST: Moderate N.E. to N. winds; cloudy, probably some light rain.

LOCAL AND GENERAL.

THE Regatta prizes will be presented to the fortunate winners to-morrow afternoon at the Gymnasium of the Victoria Recreation Club. Lady Blake has kindly consented to distribute the awards.

To-morrow afternoon on the Happy play the Hongkong Football Club, Club in H.M.S. *Barfleur*, under Ryck-off at a quarter of four. The C.M. Beattie, A. C. R. Greene, Johnston, and H. E. Green, three-quarters; G. K. Ben and T. A. Pratt, halves; A. K. Butler, C. Vyvyan, J. Beattie, J. S. Bruce, C. Stockwell, C. F. Mulliken, C. J. Stockwell and O. D. Thomson, forwards.

THE Sanitary Board will meet to-morrow at 4.15 p.m. when the following Orders of the Day will be taken:

1. Appointment of Major Brown, R.A.M.C., and Messrs. Fung Wa Chiu, and Chan A-fuk to be Members of the Sanitary Board.
2. Reply from Government to the Board's resolution asking for the offer of a reward for the best design for a Model Chinese Tenement.
3. Suggestion to lengthen the close time, for certain game birds.
4. Draft Cockbill Regulations, to be made under Sec. 5 of Ordinance 34 of 1899.
5. Approval of the scheme for the extermination of rats.
6. Papers on Plague and overcrowding.
7. Applications for licences to keep swine.
8. Report of an outbreak of Bubonic Plague at Kobe.
9. Further report of the progress of Bubonic Plague at Bombay City, for the periods 23rd October to 6th November, and 7th to 20th November, 1899.
10. Mortality Returns from Macao, for the weeks ending 19th, and 26th November, and 3rd, and 10th December, 1899.
11. Mortality Statistics for this Colony, for the weeks ended 2nd, and 9th December, 1899.

LOSS OF THE "HUPH."

CONTINUATION OF THE COURT OF ENQUIRY.  
After the William Hunter, Chief officer of the *Huph* was recalled, and said steps were taken to remove the syrup from No. 2 hold, the Captain giving orders that the steam pump should be put on the hold. The pumps drew a little water which appeared like bilge-water but failed to bring any syrup on account of its being too thick. The Chief officer said that the official log and ship's papers were saved. He concluded that a leak was the cause of the water getting in the ship.

Samuel Farrel, chief engineer of the *Huph* gave corroborative evidence.

The Court after half an hour's consultation gave their finding as follows:—  
"After carefully considering the evidence the court finds no little difficulty in forming an opinion as to the cause of the casualty, but it appears fairly probable that the ship sprang a leak in No. 2 hold and the probability seems that an unusual roll of the water settled on the port side of the flat tank top on which the cargo was stored; that when the ship became upright through the jettisoning of cargo she only remained in that state till another unusual roll settled the water over to starboard, and that by this time the storage had been so disturbed by the dissolving of the sugar that the whole cargo gradually fell over to the starboard side till it capsize the ship."

"The Court does not find that any blame attaches to the master for the loss of the ship, and they are impressed with his conduct in electing to remain by her to the last and by the conduct of his passenger, who remained with him. Such conduct in the court's opinion stands out in relief against that of the officers and crew, who appeared only too ready to get away, notwithstanding the fact that their Captain remained, but seeing it was not against the wishes of the Captain that they pursued this course the court refrains from making more than a passing reference to their conduct. The master's certificate is returned to him."

ELECTION OF TWO MEMBERS FOR THE SANITARY BOARD.

There are a little over 700 ratepayers eligible to vote for representatives on the Sanitary Board, in this Colony and out of those 700 only appeared at the City Hall yesterday to record their votes. There were two candidates, Dr. Hartigan and Mr. McKie, for the two seats on the Board, and as the attendance was so small it was proposed that the election should be taken by a show of hands but Mr. McKie, Registrar of the Supreme Court, acting as Returning officer, decided that it must be decided by ballot which must be kept open until 7 p.m. as advertised.

At 4 o'clock a meeting was held when Dr. Hartigan and Mr. McKie were nominated by the Hon. T. H. Whitehead and seconded by the Hon. C. P. Chater, but no speeches were made in support of the candidates. Mr. Whitehead, however, before the nomination, said he was extremely sorry to see such a small attendance, which he ascribed to the fact that the election had not been sufficiently made public, giving as an instance, that some friends he had spoken to in the morning knew nothing about it. Mr. Whitehead advocated the postponement of the election until the middle of January and that it should not be held on a holiday or semi-holiday. This would allow of the election being more fully advertised. It was for the meeting to decide if the election should be postponed.

Mr. Seth said the election had been advertised in the *Gazette* and that the local press had also noticed it in their columns and only the previous night one paper had mentioned that owing to the Regatta the time for polling had been extended to 7 p.m. instead of 6 o'clock. The date for the election had been fixed before the Regatta had been announced. There were enough people to proceed with the election.

At 7 o'clock Dr. Hartigan and Mr. McKie were declared duly elected the former securing 18 votes to the latter's 16.

Messrs. Bruce Shepherd and A. Chapman were scrutineers, and Mr. d'Almeida Castro, F. Howell, A. Brown, and V. A. Sales assisted in the distribution of the voting papers.

WILLIAM MACLEOD, D.D.S.  
Dentist.  
2nd Floor Thomas Grill Room.  
Hongkong, 14th December, 1899. [15499]

REGATTA.

The sports were commenced at 12 o'clock and the Regatta was a great success. The enthusiasm displayed was great, and the Regatta was a great success. The Regatta was a great success.

The list of the officers who have superintended and assisted in the arrangements of the meeting is as follows:—  
President:—H.E. Sir Henry A. Blake, C.M.G.  
Stewards:—H.E. Rear-Admiral C. C. P. Fitzgerald, H.E. Major-General Gascoigne, C.M.G., Dr. J. M. Atkinson, Hon. E. B. Jellios, C.M.G., Hon. C. P. Chater, C.M.G., Colonel H. Elsdale, R.E., Lieut.-Colonel A. Fraser, R.A., Mr. D. Gillies, Hon. W. M. Goodman, Sir T. Jackson, Hon. J. I. Keswick, Mr. J. H. Lewis, Hon. J. H. Stewart Lockhart, C.M.G., Hon. F. H. May, C.M.G., Mr. E. W. Mitchell, Lieut.-Col. The O'Gorman, D.A.A.C., Commodore F. Howard, R.N., Colonel Reallies, R.N.R., Dr. C. R. Riddell, German Consul; Mr. H. A. Ritchie, A. G. Roman, Consul-General for Portugal; Hon. Commander R. Murray Ramsey, R.N.; Commander C. W. M. Plenderleath, R.N.; Mr. N. A. Siebs, Mr. C. A. Tomes, Mr. Herbert Smith, Captain A. Tillett, Mr. F. Volpicelli, Italian Consul; Mr. Rounseville Wildman, U.S. Consul-General; and Hon. A. G. Wise.

Judges of the Rowing Races:—Mr. Basil H. Taylor, R.N.; Captain W. C. H. Hastings, R.N.; Mr. E. D. Sanders.  
Umpires and Starters:—Rowing Starter, Mr. W. H. Potts; Umpires, Mr. J. H. Stewart Lockhart, C.M.G., and Mr. C. H. Grace. Yacht Starter, Mr. R. Cooke. Open Sailing Boats, Capt. D. D. Goddard.  
Judge of the Sailing Races:—Lieut. Butler, R.N.  
Time-keeper:—Mr. Hart Buck.

FIRST DAY, TUESDAY, 19TH DECEMBER.

The first two races were reported by us yesterday.  
LIGHT GIGS: open to European non-Commissioned Officers and men of any Regiment or Corps of the garrison or to European crews of any of H. M. vessels or to European members of the police force; entrance, \$1; distance, one mile; boats to be approved of by the Committee; time allowance, 8 seconds per oar; four boats must start for 2 prizes: 1st prize, \$15; 2nd prize, \$10.

On the start the *Majorie* shot ahead and for the first quarter of a mile she maintained a slight lead but gradually the *Victoria* crept up and when the half mile was past had established a lead of about half a boat's length but during the next quarter this lead was gradually increased until she was shot past the winning post she was nearly two lengths to the good winning the race in 6 min. 24 sec.

*Victoria* 1  
*Majorie* 2  
SNAKE BOATS: open to Chinese Snake Boats; distance, one mile; 1st prize, \$10; 2nd prize, \$5; eight boats to start for 2 prizes. Eight boats entered.

LADIES' PRIZE: presented by the Ladies of Hongkong for four-oars distance, one mile; entrance, \$10; to be rowed in Boats the property of the Victoria Recreation Club.  
ROSE.  
Station No. 2.—White, blue edges.  
Bow, F. H. Hyndman 9 0  
2, A. Loureiro 10 10  
3, A. E. Alves 11 5  
Stroke, A. A. Alves 11 5  
Cox, F. W. White 10 0

THISTLE.  
Station No. 1.—Black, pink sash.  
Bow, Albert Ellis 11 12  
2, W. A. Stopani 12 7  
3, J. McMurtre 12 10  
Stroke, W. Armstrong 12 10  
Cox, G. A. Caldwell 10 0

SHAMROCK.  
Station No. 3.—White and light blue.  
Bow, A. Humphreys 10 0  
2, A. E. Asgar 9 8  
3, J. Millar 9 9  
Stroke, J. A. Fredericks 10 9  
Cox, F. Lammer 10 0

Men-of-war CUTTERS: the boats to be approved and handicapped if necessary by the Committee; distance, one mile; time allowed for oars, 8 seconds per oar; four boats must start for two prizes; entrance, \$1; 1st prize, \$15; second prize, \$5. (Post entries).  
*Hertha* (Green flag) 10 0  
*Hansa* No. 1 10 0  
*Hansa* No. 2 10 0  
*Hertha* (Red flag) 10 0  
*Orlando* Cutter 10 0  
Time 8 min. 6 sec.

LUSTRANO CUT: presented by the members of the Club Lustrano, (for four oars); distance, one mile; entrance, \$10; to be rowed in Club. Station No. 3.—White and light purple.  
Bow, F. D. Bain 9 2  
2, F. M. Roza Pereira 10 5  
3, Albert Ellis 10 12  
Stroke, A. E. Alves 11 2  
Cox, E. Grant Smith 10 0

SHAMROCK.  
Station No. 2.—White, blue edges.  
Bow, F. H. Hyndman 9 0  
2, A. Loureiro 10 10  
3, A. E. Alves 11 5  
Stroke, A. A. Alves 11 5  
Cox, H. W. Kennel 10 0

THISTLE.  
Station No. 4.  
Bow, H. A. Seth 9 3  
2, F. Garret 11 0  
3, W. A. Stopani 12 7  
Stroke, R. Lapsley 11 5  
Cox, A. M. Bain 10 0

LEEK.  
Station No. 5.—White and light blue.  
Bow, G. Rapp 8 6  
2, A. E. Asgar 9 8  
3, F. H. Hyndman 10 0  
Stroke, J. A. Fredericks 10 0  
Cox, F. Lammer 10 0

KORNBLOOM.  
Station No. 1.—Light and dark blue.  
Bow, J. Millar 10 10  
2, J. H. R. Hance 10 10  
3, A. J. Mackie 10 10  
Stroke, R. Lapsley 10 10  
Cox, F. W. White 10 0

A fairly even start was made in this race but immediately the *Shamrock* and *Rose* shot ahead of the others establishing a lead which they steadily increased to the end of the race finishing in the positions given above the *Rose* winning finally with over a length to spare in 7 min. 24 sec.

SAMPAK RACE: open to regular Chinese sampans. Distance, half-mile. 1st prize, \$10; 2nd prize, \$5; eight boats to start for 2 prizes.  
No. 2851 1  
" 2821 2  
" 2537 3  
" 2887 4  
Time, 8 min. 28 sec.  
LIGHT GIGS: distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

TERRIBLE.  
Station No. 2.—White and light blue.  
Bow, A. F. Asgar 9 8  
Stroke, M. E. Asgar 9 8  
Cox, F. W. White 10 0

POWERFUL.  
Station No. 2.—  
Bow, A. M. Roza Pereira 9 4  
Stroke, F. M. Roza Pereira 10 5  
Cox, S. A. Seth 10 0

JUWILEE.  
Station No. 1.—White.  
Bow, J. Lacoek 14 0  
Stroke, J. Quinn 13 10  
Cox, F. Lander 10 0

There were three boats which took part in this race but really the competition was only between two, as the Bow of the Jubilee managed to smash his rowlock at the start which practically put the boat out of the contest and although to relieve the stroke bow afterwards jumped overboard, of course they came in last the terrible winning in 6 min. 35 sec.

SAILING RACE.—FOR YACHTS AND PARTIAL-14-DECKED BOATS: (in two classes), V. R. A. time allowance; 1st prize, a Cup for each class. Entrance, \$4. Course, 9 miles.

Names. Owners. Rating.  
*Chanticleer* Mr. C. A. Tomes 11 seconds  
*Doreen* Mr. W. Loring, R.A. 11 seconds  
*Iris* Hon. F. H. May 11 seconds  
*Gloria* Officers, R.A. 11 seconds  
*Bonito* Major Kee 11 seconds  
*Active* Hon. H. E. Pollock 11 seconds  
*Erica* Officers, R.E. 11 seconds  
*Maid Marian* Mr. J. Hastings 11 seconds

Names. Owners. Rating.  
*Marjorie* Mr. A. Denison 11 seconds  
*Thistle* Mr. H. E. Mackenzie 11 seconds  
*Dart* Dr. Clark 11 seconds  
*Payne* Officers, R.E. 11 seconds  
*Ladybird* C. D. Wilkinson 11 seconds  
*Princess* Officers, R.A. 11 seconds  
*Sybil* Capt. Beley 11 seconds  
*Meteor* Mr. C. H. W. Bew 11 seconds

THE result was:—  
H. M. S.  
*Maid Marian* 3 21 53 1st  
*Ronito* 3 22 09 2nd  
*Erica* 3 22 54 3rd  
B CLASS.  
*Meteor* 3 18 10 1st  
*Ladybird* 3 20 54 2nd  
*Sybil* 3 23 02 3rd

SAILING RACE.  
FOR ALL OPEN BOATS: any rig, Chinese-owned boats excluded. Time allowance, 10 seconds per foot in length of boat per mile. Length of boat to be stated. Entrance, \$2. Prize, \$25. Course, 9 miles.  
*Rohilla's* Lifeboat 32.6 feet. Allows.  
*Orlando's* Galley 30.0 " 3 min. 45 sec.  
*Tanaka's* Cutter 30.0 " 3 " 45 "  
*Police* Gig 26.0 " 9 " 45 "  
*Gap* Rock 20.0 " 18 " 45 "  
*Lilian* 19.0 " 20 " 15 "  
*Tanaka's* Skiff 18.0 " 21 " 45 "  
*Tanaka's* Skiff 18.0 " 21 " 45 "  
*Roland* 16.0 " 24 " 15 "  
*Commodore's* Skiff 14.4 " 27 " 00 "

The race was won by the *Tanaka's* cutter.  
SECOND DAY.—WEDNESDAY, 20TH DECEMBER, 1899.  
LIGHT GIGS:—Open to regular Chinese crews of the same Hong or Office. Boats must carry a European coxswain. Distance, one mile; time for oars, 8 seconds per oar. First prize, \$10; 2nd prize, \$5. Winner of No. 1 race first day excluded. Boats to be passed by the committee. Post entries.

The white boat got away from the yellow at the start, but by hard work the yellow gradually overhauled and finally passed its opponent, and before half the distance had been negotiated, had established a lead of one length which was finally increased to a length and a half. Yellow winning. Time 6 min. 40 sec.

The winner was a boat belonging to the Royal Engineers with Sapper Grier as coxswain.  
INTERNATIONAL CHALLENGE CUP:—For four oars. Cup presented by the late J. S. Laprak, Esq., to be held by the winning crew for one year; but to remain the property of the Club. Distance, one-mile-and-a-quarter. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

It is rather surprising that with the great number of English residents in the colony, the English community could not put in a representative team for this event. Britain is supposed to rule the waves, but as far as the waves of Hongkong are concerned it has been left entirely to Scotland to prove our supremacy. The following were the crews:  
SCOTCH.—THISTLE.  
Station No. 2.—Dark Blue Edging and Thistle.  
Bow, Albert Ellis 11 12  
2, W. A. Stopani 12 7  
3, J. McMurtre 12 10  
Stroke, W. Armstrong 12 10  
Cox, G. A. Caldwell 10 0

PORTUGUESE.—ROSE.  
Station No. 1.—White and Blue edges.  
Bow, F. H. Hyndman 9 0  
2, A. Loureiro 10 10  
3, A. E. Alves 11 5  
Stroke, A. A. Alves 11 5  
Cox, F. W. White 10 0

The start was a good one but at the very commencement the *Scotch* shot ahead of the Portuguese and kept the lead, and taking the water in a very superior manner put about two lengths between themselves and their opponents. The latter however were going strong and, with the exception of No. 4, who did not seem to be quite at home with his oar, showed good form. At half the distance, however, the *Scotch* pulling seemed to weaken somewhat and the Portuguese boat began to sensibly lessen the lead, which the *Scotch* boat had established; perhaps the coxswain thought he had an easy task and did not keep his men up to the mark; the Portuguese, however, were going all the time and they were putting all they knew into their oars.

crew for their plucky pull, and had they put more work into the start there is a possibility that they might have pulled off the race. Time 8 min. 42 sec.

LIGHT GIGS:—Open to European non-Commissioned Officers and men of any Regiment or Corps of the garrison or to European crews of any of H. M. vessels or to European members of the Police Force. Entrance, \$1. Distance, one mile. Boats to be approved of by the committee. Time allowance, 8 seconds per oar. Four boats must start for 2 prizes. Winning crew of 1st race first day to be handicapped by the committee. 1st prize, \$15; 2nd prize, \$10.

This has usually been one of the best races during the Regatta, exciting amongst the military and naval community, great interest and enthusiasm. There were only two competitors the Royal Engineers and Royal Artillery.

At the start the Engineers, starting with a short fast stroke, rapidly ran away from the R.A.s, but the gunners with a long swinging stroke regained before half the course had been negotiated, the lead which their competitors had established and by the time the flag ship had been reached they were abreast and finally won with about half a length to spare.

Royal Artillery.  
Royal Engineers.  
SAMPAN:—Open to regular Chinese sampans. Distance, half-mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for 2 prizes. Winner of No. 9 first day, excluded.

There were four sampans entered for this race and it proved very amusing. The boats were beautifully with a plentiful application of black lead in honour of the race, but the principal amusement arose from the different methods applied by the respective coxswains to urge their crews to exertion, some taking the overhand method of inciting their crews, some keeping perfectly impassive, whilst one, the winner, having an old hat in his hand gave the time by a vigorous underhand flourish which proved mightily effective, the boat winning by about two lengths in 6 min. 15 sec.

GERMAN CUP:—Presented by the Members of the Club Germania. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in Boats the Property of the Victoria Recreation Club.  
ROSE.  
Station No. 5.—White and light blue.  
Bow, A. Humphreys 10 0  
2, A. E. Asgar 9 8  
3, J. Millar 9 9  
Stroke, J. A. Fredericks 10 9  
Cox, F. Lammer 10 0

SHAMROCK.  
Station No. 1.—White and Blue edges.  
Bow, F. H. Hyndman 9 0  
2, A. Loureiro 10 10  
3, A. E. Alves 11 5  
Stroke, A. A. Alves 11 5  
Cox, F. W. White 10 0

LEEK.  
Station No. 5.—Light and dark blue.  
Bow, C. E. A. Hance 11 0  
2, O. S. Ellis 10 10  
3, W. S. Bailey 10 12  
Stroke, J. H. R. Hance 9 10  
Cox, H. M. Bain 10 0

THISTLE.  
Station No. 2.—Black, pink sash.  
Bow, Albert Ellis 11 12  
2, W. A. Stopani 12 7  
3, J. McMurtre 12 10  
Stroke, W. Armstrong 12 10  
Cox, G. A. Caldwell 10 0

KORNBLOOM.  
Station No. 4.—White.  
Bow, H. A. Seth 9 3  
2, F. M. Roza Pereira 10 5  
3, J. McMurtre 12 10  
Stroke, R. Lapsley 11 5  
Cox, S. A. Seth 10 0

The start in this race was delayed by a Junk coming down the course, and passing clean through the line of starters. After some time had been lost in getting the boats into position again, a very good start was made, the *Rose*, catching the water first and making a very good lead with the *Lee* not very far behind. The *Shamrock*, however, pulling a long steady stroke managed to catch up and pass, but was again placed in the second place, by a strong spurt by the crew of the *Rose* who finally succeeded in winning by nearly three lengths. The *Thistle* whose crew were evidently fatigued by their exertions in the International, fell out the race after they had run over something more than half the course. The time was 6 min. 15 sec.



ROSE.	
Station No. 4.—White and light blue.	st. lbs.
Low, E. S. Ford	9. 10
S. R. Moore	10. 0
A. Humphreys	9. 12
Stoke, M. E. Asgar	9. 8
Cox, F. Lammner	10. 9
LEEK.	
Station No. 5.—White.	st. lbs.
Low, L. A. Orenio	9. 10
W. J. Barrow	9. 10
F. Garrett	11. 0
Stoke, W. Watson	11. 2
Cox, A. E. Alves	11. 3
THISTLE.	
Station No. 3.—Light, blue and brown.	st. lbs.
Low, A. M. Rozza Pereira Jun.	9. 4
R. Buss	9. 8
C. D. Silas	9. 6
Stoke, F. D. Bain	9. 2
Cox, F. W. White	10. 0

The full history of the man who digged a pit and fell into it himself, has not yet been told. The man probably explained that he had fallen of set purpose, and his friends would thereupon expound the wisdom of the trapped that admiring and sympathetic multitudes would be added unto him. It does not always happen so, as witness the case of the fox who lost his tail! Witness also the case of the gentleman in Brussels whose tale was sent by telegram. A plagiarism to start with, it will bear repetition.

### HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held on Thursday, the 12th December, 1899, at 3 p.m., Present Messrs. R. M. Gray (Chairman), A. McConachie (Vice-Chairman), A. Haupt, Sir Thomas Jackson, Mr. N. A. Siebs, and Mr. R. C. Wilcox (Secretary).

The Minutes of the previous Monthly Meeting (held 2nd November) were read and confirmed.

Read letter from Hon. T. H. Whitehead stating that, owing to a meeting of the Legislative Council having been called for the same hour, he would be unable to attend.

**RESIGNATION OF MEMBERS.**  
The Chairman read a letter from Mr. W. Ponto, dated 12 inst., tendering his resignation as a member of the Committee owing to his departure for home.

This resignation having been accepted, the Chairman proposed that Mr. Herbert Smith be invited to fill the vacant seat at the Committee.

The Vice-Chairman seconded, and the resolution was carried unanimously.

**THE PROJECTED NEW POST OFFICE.**  
In accordance with the decision come to at last meeting, a letter was, on the 3rd Nov., addressed to the Government, forwarding copy of the resolution passed by the Committee in connection with the projected new Post Office.

The receipt of the foregoing despatch was acknowledged, on the 8th November, by the Colonial Secretary, who added that the question of a new Post Office was under the consideration of the Government.

**THE DISCRIMINATING DUTY IMPOSED ON FORMOSA TEAS.**  
Read letter, dated 15th November, received from the Government, enclosing copy of a despatch from the Secretary of State for the Colonies, acknowledging receipt of Chamber's letter on above subject and stating that it had been laid before the Secretary of State for Foreign Affairs.

**CABLE RATES FROM INDIA TO EUROPE.**  
The Secretary reported that another reply to the Chamber's circular letter of 16th August covering copy of resolution on above subject had been received, viz., from the Brisbane Chamber of Commerce.

**PROPOSED REDUCTION OF TELEGRAPHIC RATES FROM FAR EAST TO EUROPE.**  
The Secretary stated that letters of acknowledgement of Chamber's circular letter of 16th October enclosing a set of resolutions passed on the above subject, had been received—

On 7th November from the Manila Chamber of Commerce,  
On the 15th November from the Bombay Chamber,  
On the 22nd November from the Yokohama Foreign Chamber,  
On the 25th November from the Madras Chamber,  
On the 27th November from the Hogo and Osaka Chamber, and  
On the 6th December from the Rangoon Chamber.

**THE SYSTEM OF LEVYING FINES FOR OPIUM SMUGGLING AT SAIGON.**  
Read letter from the Government, dated 29th November, stating, with reference to previous correspondence on the above subject, that the matter of the application of the law for the prevention of smuggling into Saigon had been represented to the French Government, and is at present under its consideration.

**THE DANGEROUS GOODS AMENDMENT ORDINANCE, 1899.**  
A letter having been received, on the 11th December, signed by Messrs. Meyer & Co., Siemens & Co., Lauts, Wegener & Co., and Sander, Wieler & Co., drawing the attention of the Committee to the fact that certain articles hitherto not considered dangerous, or subjected to any restriction in handling, had been included in the list of "Dangerous Goods" in the Bill now before the Council, and forwarding, in support of the contention that such goods should not be classed as dangerous, copies of letters from high authorities on the subject, action was promptly taken, as the Bill was down for second reading on that day, and a letter despatched to the Government asking that the second reading might be postponed for a week to give time for consideration of the measure.

Read letter from Colonial Secretary in reply, dated 13th December, acknowledging receipt and saying that the Bill would be postponed accordingly.

Some discussion took place on the question, and after consideration, it was resolved to write again to the Government to the effect that the Committee were strongly of opinion that the goods named—viz., percussion caps, priming caps, and empty sporting cases—should not, having regard to the decision of the authorities on explosives, be classed as "Dangerous Goods," and they hoped the Government would take the same view.

**THE INTERNATIONAL COMMERCIAL CONGRESS AT PHILADELPHIA.**  
A letter, dated the 10th October, had been received from Mr. A. M. Townsend, New York, August of the Hongkong and Shanghai Banking Corporation, forwarding a copy of the proceedings on "China Day" at the Commercial Congress at Philadelphia, which he said was well attended, and he believed would help considerably to increase the interest in the United States in the trade and politics of the Orient.

The Chairman said they were very much indebted to Mr. Townsend for the trouble he had taken on behalf of the Chamber in attending the meeting of the Philadelphia Congress and there giving expression to views which must meet with the approval of all members of that Chamber. He begged to propose a vote of thanks to Mr. Townsend for so ably representing the Chamber at the Congress.

The Vice-Chairman seconded, and the resolution was carried by acclamation.

**THE MERCHANT SHIPPING AMENDMENT BILL.**  
The Secretary reported that the papers embodying the various suggestions, made by different members of the Chamber had been returned by the Acting Attorney General, who stated that some of the suggestions had been adopted while others had been rejected.

The report of the Law Committee had been laid on the table of the Legislative Council.

### A BELGIAN BOOBY-TRAP.

The full history of the man who digged a pit and fell into it himself, has not yet been told. The man probably explained that he had fallen of set purpose, and his friends would thereupon expound the wisdom of the trapped that admiring and sympathetic multitudes would be added unto him. It does not always happen so, as witness the case of the fox who lost his tail! Witness also the case of the gentleman in Brussels whose tale was sent by telegram. A plagiarism to start with, it will bear repetition.

A typical story is one told of President Kruger. It is said that several cases of Dum Dum bullets were found at Dundee, having been abandoned by the British in their flight. Many of the Boers wanted to use them in the next battle, but President Kruger said: "No, it must not be so. Whatever the British are, we Boers are at least humane. And the bullets were destroyed." This bubble is so neatly blown, so complete in every detail, that one hesitates at the thought of the necessary pin.

Three British battalions and a couple of batteries were engaged in the battle of Dundee. None of the troops had expanding bullets. The Dum Dum has never been a service-projectile, and probably never will be. The small arm ammunition used exclusively by our forces in the present campaign is that known as "Mark II. S. A. ball," 303 Cordelet.

The projectile of that cartridge is completely enveloped at the point with cupro-nickel and is about the most humane that the mind of man can conceive. The fatal flaw in the story is that no Dum Dum bullet could possibly have been found at Dundee, where the alleged captured took place. Incidentally, it is not usual for bullets to be sent out packed in cases for the use of troops on active service; but that is a minor detail. Of infinitely greater moral importance it is to observe the rectitude of the cool-headed Boer, with hand-to-hand, calls an admiring world to witness that he never will permit the use of the deadly Lee-Enfield bullet in the Mauser rifles of his burghers, for the British do what they please! Possibly the fact that the Mausers are not of 303 calibre and the bullets absolutely useless, might have had a little to do with it. No burgher will, however, imperil his salvation by attempting the impossible, we read: "The bullets were destroyed." It must have been an awful business getting rid of them, but it serves its purpose in pointing a moral and adorning the tale. But for the jealously conserved, continental misapprehensions on everything connected with British small arm ammunition, it might even have established the story. As it happens, ignorance served to bait a trap, and the ingenious narrator now sits complacently behind the wires.

Capards of this sort are not, as a rule, worth treading upon. But, left uncontradicted, this particular anecdote might be heard of again. The Boer forces are, of course, to a very great extent, irregular troops. Ostensibly armed with a Mauser repeating rifle, there is not a shadow of doubt but that many of the men use, by preference, either longer bore arms of their own or the 450 Martinis, which were formerly the ordinary military weapon. There is nothing to be said against this if they wish to sacrifice range and rapidity of fire to stopping power, there is no law of warfare to prevent it. The leaden bullet of the 450 Martini inflicts worse wounds than the tiny nickel-cased projectile from a Mauser or a 303, but its use is perfectly legitimate. After every engagement, however reports are received concerning the use of sporting ammunition and sporting rifles by the Boers. It is not well to accept such statements without severe scrutiny, but they are too persistent to be disregarded. After the battle of Dundee—where the Dum Dum bullets were not—Quarter-master Farrer Hollingham, of the Imperial Light Horse, is said to have picked up a pack of 450 big game cartridges—a kope—which were accepted by the Boers. The bullets are described as expensive, but more probably they would be one of the hollow-nosed Express types, the use of which against men one does not care to think of. At Elandshagte, again, a correspondent describes many of the enemy as using "explosive bullets, besides Martinis" in addition to the Mausers; and a later report describes the discovery of a number of sporting rifles with ammunition in the Boer camp at the place. Now, if these allegations are based on fact, it would be well indeed for a Boer cause to point to a capture of expanding bullets from the British force at Dundee. A statement, however, unjustifiable, is not on a par with the unproved and cold-blooded inhumanity which an unprovoked and deliberate use of weapons, designed for big game hunting, reveals. In this light sinister indeed appears the pleasant little story telegraphed from Brussels.

Again, it is reported that the Boers have "rubbed the heads of their bullets in order to make them expand." This refers no doubt to the nickel-cased Mauser bullets, and is designed to weaken the envelope and expose the core. This is a certain way of increasing stopping-power but it has the defect of often causing the lead to blow out, leaving the envelope in the barrel. The rifle at the next shot is apt to burst, as by all accounts, the burghers have proved for themselves. Apart from this, the action may be justifiable. But let it not be forgotten that a bullet with a filed point is precisely similar in its destructive effect to the Indian Dum Dum. It does not, of course, equal the big game bullet manufactured for weapons of the Mauser type but the use of such a projectile should at once place the users outside the pale of civilised warfare. We have it from Brussels that the Boers are at least humane. There may be confirmation for that part of the story yet.

### AMMUNITION GETTING SCARCE.

The Central News Service states that the authorities at the London War Office, with a view to deciding the necessity of ammunition, have decided to limit the issue of ammunition to the volunteers. It is merely temporary, and does not apply to all Corps. As soon as the Government factories have turned out sufficient to replace that sent to South Africa the various Volunteer Corps now denied will be supplied. The 1st V. B. North Staffordshire Regiment, has despatched all its reserve ammunition to Woolwich Arsenal.

### FROM THE CHANGERS.

#### THE MISHMIS.

The Mishmis are said to be sending telegrams to Mr. Needham, the police officer, and to be erecting strong stockades. The base of operations will be Bhowra, where there is a police stockade. There will be an advance base at the foot of the hills and possibly another further on.

#### Colonel Baden Powell as a Humourist.

The Spanish-American War opened, it will be remembered, with a flourish of trumpets and the wholesale slaughter of one solitary mule. Colonel Baden Powell has now gone one better, and sent a telegram. All well. Four hours' bombardment. Dog killed. That Mafeking dog should live in history beside the Matanzas mule. The gallant Colonel, besides being one of the best pig-stickers and sportsmen in India, is well-known as a first-rate low comedy actor or stage buffoon. He and Major Hobday are the two licensed jesters and caricaturists of Anglo-Indian society the present anecdote recalls the spirit of one of Major Hobday's campaigning sketches, entitled "The Last murgli in Upper Swat," which depicts a native soldier in hot pursuit of a shrieking barndoor fowl. A couple of years ago Colonel Baden-Powell created a sensation in Simla by appearing in public disguised as the Ambassador for a foreign Power, and it was not until after he had hastily quitted the scene that the masquerade was discovered. When our campaigns are conducted in this same spirit of light-hearted rivalry, what chance has the unfortunate Boer? Even in war ridicule kills.

#### The Black Races in South Africa.

Both British and Boers, says the *New York Sun*, have reason to fear the attitude of the blacks in the war. There is a native question in South Africa that grows more perplexing as the Kaffirs thrive and multiply. Their districts and reservations are the most densely populated parts of South Africa. In Cape Colony they outnumber the whites five to one, and in Natal fifteen to one. In Basutoland there are only 600 whites to 218,000 natives. In spite of the large influx of white men into the Transvaal, the blacks of that country were estimated, in 1896, to outnumber the whites three to one. The Orange Free State alone has no native question of a serious nature, the Afrikaners equalling the blacks in numbers. But the State has had frequent trouble with the natives outside its frontiers, and particularly with the Basutos.

The Basutos are now said to be rising against the Boers, who are accused of having ill-treated them in the gold-fields and of robbing native miners of their wages. Their district is a British crown colony surrounded on all sides by British and Boer territory. There is no certainty that the quarter of a million Basutos will not turn against the British as readily as against the Boers if opportunity favours. Their grievances against both Dutch and English are deep-seated and of long standing. They have had repeated wars with the Orange Free State, which secured a slice of their soil before the remainder was taken under British protection. The attempt of Cape Colony to disarm them resulted in a war that cost the Cape £600,000. The prohibition of liquor, the collection of the hut-tax, the suppression of many of the chiefs, are among other causes of discontent that, at times, have led to disorder. Their mountain valleys are most fruitful, and the people have made considerable progress in civilisation, but after all, they have the mountaineer's love of independence, as they have shown in their hard-fought battles with the whites around them. There is no telling how far they may be able to intensify the present troubles, but that they may oppose one or both of the hostile nations is the fact that excites anxiety.

#### ANNIVERSARIES.

1858—Final suppression of the Indian Mutiny announced.

1881—Arrival of Princes Albert Victor and George of Wales, at Hongkong, in the *Barchante*.

1885—Governor Sir G. Bowen left Hongkong.

1893—Two cotton mills destroyed by fire at Osaka, 120 persons burnt to death.

#### TO-MORROW.

Thursday, 21st December, 1899.

Chinese—19th of 11th moon of 25th year of Kwang-si.

Sun—Rises 6hr. 36min.

Sets 5hr. 18min.

Moon—Max. Dec. N. 3hr. 5min.

High water—Morning 5hr. 5min.

Afternoon 10hr. 1min.

Low water—Morning 5hr. 13min.

Afternoon 5hr. 43min.

#### AGENDA.

TO-DAY.

Cargo ex *Glenloch* subject to rent.

TO-MORROW.

Cargo ex *Glenloch* subject to rent.

Cargo ex *Preussen* subject to rent.

Cargo ex *Bombay* subject to rent.

Football—Usual Rugby game.

9 p.m.—A.D.C. performance of "Mother-in-law" at the City Hall.

Cargo ex *Saitung* subject to rent.

4.30 p.m.—Football—H.K.F.C. "A" team v. H.M.S. *Orlando*.

FRIDAY, 22nd.

Football—Shield Tie, Hongkong Engineers v. "F" Co. R.W.F.

C. N. Co. steamer *Shanti* leaves for Samarang and Sourabaya.

Cargo ex *Vindobona* subject to rent.

9 p.m.—Dance, given by the Hongkong Engineers and Ship Builders Institute, at the City Hall.

SATURDAY, 23rd.

Public Holiday.

Noon.—P. & O. steamer *Coromandel*, with mails, leaves for England.

Noon.—"Ben" line steamer *Benlaria* leaves for London.

N. P. R. steamer *Monmouthshire* leaves for Portland, Oregon.

O. & O. steamer *Doric* leaves for San Francisco.

Football—Shield Tie—"G" Co. R.W.F. v. V.R.C.

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SUNDAY, 24th.

N. L. H. A. steamer *Ambria* leaves for Haere Hamburg.

MONDAY, 25th.

Christmas Day.

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Boxing Day.

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### HONGKONG AND WHAMPOA DOCK RETURNS.

#### Isola di Cuba.

*Isola di Cuba*, at Kowloon Dock.

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#### Isola di Cuba.



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PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c., &c., &c.

ACHIE & CO.,  
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"CLAYMORE."  
FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-  
THE VICTORIA DISPENSARY,  
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PETER SYS' WONDERFUL SPECIFIC.  
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

12th October, 1898.

**SETTING UP OF DISTILLERIES**  
Rice - Corn - Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS  
SETTING UP OF  
Liquors Factories - Preserves Factories  
Laboratories of Druggists - Essences Factories  
**STEAM KITCHENS**  
ECOPOT & CO., 200, MATHIAS, PARIS  
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

**DISINFECT**  
**SANITAS**  
FLUID, POWDER, SOAPS, &c.  
OF ALL CHEMISTS AND STORES  
HOW TO DISINFECT  
THE SANITARY DISINFECTANT  
LONDON

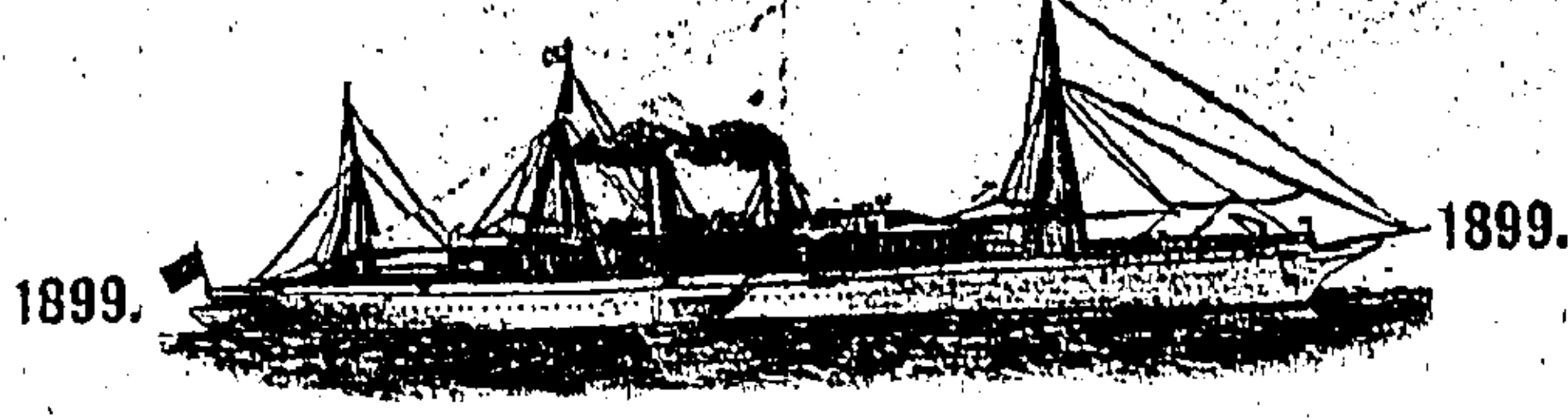
CHRISTMAS & NEW YEAR HOLIDAYS.  
IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on SATURDAY, MONDAY, and TUESDAY, the 23rd, 25th and 26th instant, and on MONDAY, the 1st January, 1900, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.  
For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.  
For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager.  
For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.  
For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH, L. BERNARDINI, Acting Manager.  
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, CHANTREY INCHBALD, Manager.  
For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOH, Agent.  
For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Acting Manager.  
Hongkong, 16th December, 1899. (1565)

CHRISTMAS & NEW YEAR HOLIDAYS.  
THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on SATURDAY, MONDAY and TUESDAY, the 23rd, 25th and 26th instant, and on MONDAY, the 1st January, 1900.  
JARDINE, MATHESON & Co., General Agents.  
CANTON INSURANCE OFFICE, LD. General Managers.  
HONGKONG FIRE INSURANCE CO., LIMITED.  
DOUGLAS JONES, Secretary.  
UNION INSURANCE SOCIETY OF CANTON, LD.  
W. H. PERCIVAL, Agent.  
NORTH-CHINA INSURANCE CO., LD.  
A. S. GARTY, Acting Secretary.  
CHINA TRADERS' INSURANCE CO., LIMITED.  
SHEWAN TOMES & CO., Agents.  
YANTOZE INSURANCE ASSOCIATION, LIMITED.  
GEO. L. TOMLIN, Secretary.  
CHINA FIRE INSURANCE CO., LD.  
Hongkong, 18th December, 1899. (1569)

Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th Mar., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIA TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of the Company's route embrace its PALATIA STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. (5)  
Hongkong, 20th December, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.  
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.  
PROPOSED SAILINGS FROM HONGKONG.  
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO  
Saint Louis... 13877 W. Attree... Dec. 30  
City of Dublin... 13328 J. R. Rae... Dec. 30  
Bremen... 13567 G. E. Elliott... Jan. 13

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.  
Monmouthshire... 12874 W. A. Evans... Dec. 23  
Aberdeen... 13777 J. Murray... Jan. 27  
THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.  
HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.  
HONGKONG TO TACOMA £28.  
Rates of Passage to other Points on application.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.  
Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).  
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.  
For further information apply to DODWELL & CO., LIMITED, General Agents.  
Hongkong, 14th December, 1899. (4)

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.  
IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.  
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.  
Taking Cargo and Passengers to JAPAN PORTS, HONOLULU AND SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.  
Strathgyle... 15023 about Jan. 10  
Carlisle City... 13002 about Jan. 10  
Belgian King... 13379 about Jan. 20  
Carmarthenshire... 12920 about Jan. 31

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 23rd December, at Noon.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.  
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.  
All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, 30th November, 1899. (2)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.  
THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.  
Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars apply to H. A. RITCHIE, Superintendent.  
Hongkong, 9th December, 1899. (5)

THE COMPANY'S STEAMSHIP "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 3rd January, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.  
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.  
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.  
Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
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Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
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J. S. VAN BUREN, Agent.  
Hongkong, 9th December, 1899. (1)

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU.....	KOBE and YOKOHAMA.....	To-morrow, 21st Dec., at 4 P.M.
YAWATA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	SATURDAY, 23rd Dec., at 4 P.M.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE and CLOMBO.....	TUESDAY, 26th Dec., at Noon.
FUTAMI MARU.....	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, and SYDNEY and MELBOURNE.....	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.....	FRIDAY, 29th Dec., at 4 P.M.
INABA MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SUNDAY, 14th January, at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Eraya Central.

A. S. MIHARA,  
Manager.

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINIE.

(Freight Service.) (Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORT IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA.....	HAVRE and HAMBURG.....	12th January, Freight.
Burmester.....	(LONDON with transhipment in HAMBURG).....	About 22nd January, Freight and Passage.
*SARNIA.....	HAVRE and HAMBURG.....	About 23rd January, Freight and Passage.
Fuchs.....	(LONDON with transhipment in HAMBURG).....	About 23rd January, Freight and Passage.
*SILESIA.....	MARSEILLES, HAVRE & HAMBURG.....	About 31st January, Freight.
Behrens.....	(LONDON with transhipment in HAMBURG).....	About 31st January, Freight.
WITTENBERG.....	HAVRE and HAMBURG.....	February.
Madsen.....	(LONDON with transhipment in HAMBURG).....	About 10th February, Freight.
HOLSTIA.....	HAVRE and HAMBURG.....	February.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.  
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Wednesday, 3rd Jan., 1900, at Noon.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 27th Jan., 1900, at Noon.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, 22nd Feb., 1900, at Noon.

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Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, 9th December, 1899. (1)

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.  
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.  
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## THE "OPEN DOOR" QUESTION.

NO "SPHERE" TO BE ACCEPTED.

(Special to The World.)

WASHINGTON, November 6th.

There is not lacking conclusive evidence that there exists an understanding between the United States and Great Britain regarding the Chinese Empire.

Japan is expected to side with these two countries in their demands.

Confirmation of the statement that the continental nations that are plotting for a slice of China will inquire into the motives of the United States and Great Britain, came to-day, in the shape of an admission by Count de Cassini, the Russian Ambassador, who came to Washington this morning.

## A SIGNIFICANT UTTERANCE.

Count de Cassini said to-night:

"The statements in the newspapers that I have been charged with a mission to unite with my colleagues and invite the United States to declare her policy in regard to China, either choosing a sphere of influence (port to be under her jurisdiction) or declaring for the 'open door' policy, I must decline to affirm or deny. I have not as yet time to look around me. I must ascertain the American views and sentiment before I give out statements on such interesting and absorbing questions. Later I may have something to say."

The World correspondent learns to-night that Count Cassini will not present the views of his Government to the United States until the arrival of the other Continental Ambassadors whose Governments are interested in the proposed dismemberment of China.

From a high official authority The World correspondent has obtained this outline of the situation:

1. The United States demands that the open-door policy be continued.
2. That none of its treaty rights shall in any manner be disturbed by foreign powers seizing Chinese territory.
3. That American trade and commerce shall be granted the same rights as the country owning a particular port enjoys.
4. That each power seizing territory shall furnish a written agreement to continue in force all treaty rights now existing between the Chinese Empire and the United States.
5. Great Britain having always maintained open ports will cooperate with the United States in securing its demands.
6. These demands having once been made must be enforced.
7. It is believed that all the demands of the United States will be granted.
8. It is hoped diplomacy will secure the concessions asked, but if in the event it fails, other and more rigorous methods must be used.
9. Because of possible trouble the Asiatic Squadron is being strengthened to its maximum.
10. It is not the purpose of the United States to seize a Chinese port or a sphere of influence, it being the intention of the Government to protect all United States interests in all ports and provinces of China.
11. Persons familiar with the intricacies of State Department diplomacy incline to the belief that the key to the situation regarding the intentions of the United States and Great Britain is revealed by the activity of two great syndicates, one American and the other British, formed for the purpose of securing concessions from China.
12. These two syndicates—the British and Chinese Corporation, Limited, and the American Development Company—entered into an agreement of Feb. 1, last.

## A PERTINENT CLAUSE.

One clause in that agreement is recalled as bearing as directly upon the present activity of the United States and Great Britain. It is:

"Each party hereto shall use their best endeavors to obtain the support of the government of their respective countries to the common undertaking of the parties expressed in these presents, and to render all such mutual assistance to each other in the furtherance of their common enterprise in the Empire of China as circumstances may require, it being the intention of these presents that, so far as practicable and possible, the parties hereto shall act in alliance and together in all undertakings obtained or prosecuted by either or both in the Empire of China, whether both parties shall participate in the business or not."

## BIG FINANCIERS INTERESTED.

The promoters of the two syndicates include the Rothschilds, the Barings, J. Pierpont Morgan, Brown Bros., Kuhn, Loeb & Co. and other representative English and American financiers.

It is due to the enterprise of these gentlemen, according to a high authority, that the United States and Great Britain are seeking commercial advantages in China.

Russia, Germany, France and Italy have given assurances to the United States and Great Britain that their demands for equal commercial rights will be granted, but Secretary Hay desires a written agreement to that effect.

Manchuria is already virtually a Russian province, with the harbors of Port Arthur and Tientsin also in the hands of the Czar, which he may close whenever he is ready. Germany controls as her sphere of influence the Shantung peninsula. France is the sovereign power in Tonquin and has already recently the Kwang-chau Bay in the Leitch Peninsula.

England, in addition to Hongkong and Shanghai, seized Weihaiwei to offset Russia's grab of Port Arthur. Great Britain also maintains that the Valley of Yangtze is her proper sphere of influence.

England always has been an open port, and Mr. Hay's demands are the America shall be enabled to compete in China with Russians, Germans and French upon equal terms.

Japan will undoubtedly make common cause with Great Britain and the United States to prevent restriction of trade with China, and if the written guarantees demanded by the United States from France, Germany and Russia are obtained, Japan will immediately make a similar demand.

## "THE WHOLE" AND NOTHING BUT THE TRUTH.

Dr. Leyds, the Transvaal Agent, is at present in Paris, where he is supplying bogus news for French newspapers. The latter are full of ludicrous telegrams announcing a succession of Boer victories and heartrending instances of British cruelties. One telegram states the 5th Lancers were cut to pieces, and wounded Boers were tied to British Maxim guns and shot.

The Paris Figaro announces the capture of Cecil Rhodes.

Another rumour emanating from Amsterdam sources says that a British regiment was decimated by Free States. It is added that 600 British soldiers were killed or wounded and that 300 horses were captured.

Last Wednesday night a similar report, stating that the 5th Lancers had been annihilated by the Boers, was sent out from Paris. The number of killed or wounded was also given as 600, the report adding that 300 horses were captured.

## NAVAL WORK IN SOUTH AFRICA.

The Morning Post publishes an interesting extract from a letter dated 28th October, written by a naval officer stationed at Port Elizabeth.

It reads:—  
"We are stopping everything consigned to the Transvaal or Orange Free States. We are stationed at present at Port Elizabeth, which is in direct rail communication with both Republics. We board all ships, search the cargoes, and seize everything consigned to either Republic as prize and contraband of war. We have already got a nice little store in 'the Queen's' post, as we call it, chiefly goods shipped from New York for the Transvaal—ammunition, dynamite, &c. We hope to land a Naval Brigade, but at present we have come to do nothing after and seizing contraband of war. Delagoa is still open to the Transvaal. It is a great pity we do not come to some arrangement with Portugal about taking the place over—another of our blunders out here. We might have had the place for a long time after the arbitrators gave it to Portugal, as no doubt they were quite right in doing so. We had the offer of it from the Portuguese shortly after no very considerable sum and refused. Now we shall have to pay anything they like to ask for it, and set all the rest of Europe by the ears when the bargain comes off. We are all very interested in events, being so near the scene. We may have to land a force here at any time, as all the local volunteers here have gone to the front, and that are a lot of disaffected Afrikaners in the neighbourhood, who at any time might make a rush for the town. There is some talk of the Army Corps disembarking here; if so, we shall be kept pretty busy at transport and general disembarking work."

## RUSSIA AND GREAT BRITAIN.

ANGLOPHONES IN ST. PETERSBURG.

ST. PETERSBURG, November 14th.  
An excellent illustration of the feeling at present displayed by the Russian Press against Great Britain is furnished by the manner in which the principal journals published in St. Petersburg have treated the question of the conflicting claims of Great Britain and Russia to certain ground situated within the Russian concessions at Hankau.

RUSSIAN COSSACKS AND BLUEJACKETS.  
It will be remembered that at the end of August news was received that Messrs. Jardine, Matheson, and Co. were prevented by Russian Cossacks from erecting a fence around certain property which they claimed as their private property, and that the Cossacks were compelled to retire by Bluejackets landed from a British gunboat. On the proposal of the British Government it had already been agreed, not without considerable hesitation on the part of the Foreign Office, to refer to arbitration the rival claims to the ground in dispute, and it was stated in St. Petersburg that but for the accidental delay of instruction sent from here to the Russian Consul at Hankau all danger of an open quarrel would have been avoided.

At that time the St. Petersburg Press refrained from making any comment on the matter. The censorship, indeed, appears to have suppressed the telegram giving an account of the incident, and the bare announcement only was made that a dispute which, according to English papers, had arisen at Hankau, was to be submitted to arbitration.

## SELECTING AN ARBITRATOR.

It is understood that negotiations are still proceeding between the two Governments with a view to selecting an arbitrator and arranging the points to be submitted to his decision. Further comment on the matter would, therefore, seem unnecessary.

The *Novoye Vremya*, however, takes a different view, and a few days ago published an article story. The British Ambassador, it declares, was so anxious to help the great house of Jardine Matheson, and Co. that he came down himself to Hankau to support their claims. Finding that their claims were clearly invalid, he refused to receive the Russian Consul, and transferred the conduct of the affair to the arbitration proposed, Messrs. Jardine and Co. with the help of the British Consul, mounted British police, sailors from her Majesty's ship Woodlark, and a multitude of "peaceful" British residents, ejected the four Cossacks at the disposal of the Russians, and fenced in about a tenth part of the Russian concession.

## SATISFACTION FOR "INSULT."

This conduct, declares the *Novoye Vremya*, renders arbitration impossible, and makes it necessary to demand satisfaction for the insult to the Russian Consul. The British Government will, says the journal, naturally order the fence to be removed, and in future Russian interests must be protected not by four Cossacks but by a gunboat. Apart from these proceedings, which concern the Government, the Russian residents at Hankau must support British trading firms, British steamboat lines, and British banks. They have already the bulk of the tea trade, and they can rely on the Russo-Chinese Bank and the Volunteer Fleet. They should retire from the local club, and as they are the largest shareholders they should withdraw their money and make the existence of the club impossible. They must, in fact, not think from a sacrifice in order to "punish the English for their insolence."

## THE HANKAU TEA TRADE.

It is probably but a coincidence that simultaneously with this extraordinary tirade there should have appeared in other papers statistics showing the great superiority of Russian over British interests in the Hankau tea trade. This trade, it is said, lies almost entirely in the hands of seven Russian firms. Up to the middle of August there had been shipped this year to London, America, and the Continent (excluding Russia) 163,394 chests, as against 67,000 shipped to Russian ports. To London the consignments were 5,931,223 lb., to Odessa no less than 20,836,340 lb.

That these figures are probably correct is shown by the memorandum communicated by the Chinese Association to the British Foreign Office, and published in the Blue-book "China No. 1, 1899," from which it appears that in 1896 of 4,917,000 Halkwan chests worth of tea exported from Hankau, 3,782,000 went direct to Odessa. The position of Russia at Hankau is, therefore, unquestionably a strong one.

## THE RUSSIAN FOREIGN OFFICE.

As to the remarks of the *Novoye Vremya*, it is difficult to suppose that journal is ignorant of the progress of the negotiations concerning the arbitration. There would seem, therefore, no valid reason for the use of such language unless, which is hardly likely, it be intended as a criticism of the methods of the Russian Foreign Office.—*Morning Post Cor.*

## For Sale.

FOR SALE.

STOCKBROKERS' TELEGRAM CODE.  
Cloth: 492 pp.—39s. Postage Extra.  
Approval.

"CODE"  
c/o Office of This Paper.  
Hongkong, 25th November, 1899. [1468a]

## It is True

"The evil that men do lives after them,  
The good is oft interred with their bones."  
—Shakespeare.

that much "good that men do" dies with them. The "good they do" by means of life assurance is not "interred with their bones" but "lives after them," to bless and protect those they loved in life.

By means of some of the equitable policies, you can be sure that the "good that you do" will live after you for twenty, thirty, forty or even fifty years.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.  
Hongkong, 18th December, 1899. [1570a]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.  
SIEMSEN & Co. [1570a]  
Hongkong, 25th Nov. 1899.

## To be Let.

OFFICES TO LET.

NO. 25, ICE HOUSE STREET. Immediate Possession.  
Apply to  
W. DANBY,  
Civil Engineer & Architect.  
Hongkong, 21st October, 1899. [1281a]

## TO LET.

"HAREWOOD" MAGAZINE-GAP.  
GODOWNS' KENNEDY TOWN.  
GROUND FLOOR, 52, PEARL STREET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.  
Hongkong, 17th November, 1899. [12]

## Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
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AND GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL HONGKONG,  
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HARTMAN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMAN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c. &c. &c.  
Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 11th May, 1896. [39]

## MEE CHEUNG,

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Icehouse Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS. A speciality.  
Hongkong, 22nd September 1898. [45]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:  
REUCE, American ship, D. Whitmore—Standard Oil Co.  
Hongkong, 18th December, 1899. [1571a]

## Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"YUENSANG"  
Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 23rd instant, at Daylight.

This Steamer has Superior Accommodation for First Class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 18th December, 1899. [1571a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"MAIDZUKU MARU"  
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 18th December, 1899. [1571a]

## Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
The Company's Steamship

Captain D. "FORMOSA,"  
above Ports, will be despatched for this at Daylight.

For Freight or Passage, apply to  
DOUGLAS STEAMSHIP CO.,  
General Managers & Co.,  
Hongkong, 20th December, 1899. [1572a]

"BEN" LINE OF STEAMERS.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship

"BENLARIQ,"  
Captain Kroble, will be despatched as above on SATURDAY, the 23rd instant, at Noon.

For Freight, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 18th December, 1899. [1568a]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).  
(Not calling at London.)  
THE Company's Steamship

"TANTALUS,"  
Captain Bartlett, will be despatched on SUNDAY, the 24th instant.

Taking Cargo to LIVERPOOL at London Rates.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th December, 1899. [1466a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.  
THE Company's Steamship

"TAIYUAN,"  
Captain Nelson, will be despatched as above on MONDAY, the 23rd instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th December, 1899. [1547a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"PATROCLUS,"  
Captain Dickens, will be despatched as above on TUESDAY, the 26th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th December, 1899. [1502a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"ESMERALDA,"  
Captain Maxlad, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 19th December, 1899. [1575a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"ASAMA,"  
will be despatched for the above Port, about the 27th instant.

To be followed by  
The Steamship  
"QUEEN ELEANOR,"  
about the 15th January, 1900.

The Steamship  
"MORVEN,"  
about the 15th February, 1900.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 8th December, 1899. [1516a]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"LIGHTNING,"  
Captain S. Belsey, will be despatched for the above Ports, on THURSDAY, the 28th instant, at Noon.

For Freight or Passage, apply to  
DAVID SASSOON, BONS & Co.,  
Agents.  
Hongkong, 19th December, 1899. [1576a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)  
THE Steamship

"AIRLIE,"  
Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Surgeon and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 9th December, 1899. [1528a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"DIOMED,"  
Captain Goodwin, will be despatched on TUESDAY, the 9th January.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1899. [1538a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"ANTENOR,"  
Captain Jackson, will be despatched on TUESDAY, the 23rd January.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th November, 1899. [1539a]

## Shipping.

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The Company's Steamship

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about the 15th February, 1900.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 8th December, 1899. [1516a]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"LIGHTNING,"  
Captain S. Belsey, will be despatched for the above Ports, on THURSDAY, the 28th instant, at Noon.

For Freight or Passage, apply to  
DAVID SASSOON, BONS & Co.,  
Agents.  
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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)  
THE Steamship

"AIRLIE,"  
Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.



